

## LIFE-SAVING STATION AT ENTRANCE TO TILLAMOOK BAY, OREGON.

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MARCH 27, 1896.—Laid on the table and ordered to be printed.

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Mr. WANGER, from the Committee on Interstate and Foreign Commerce, submitted the following

### ADVERSE REPORT:

[To accompany H. R. 22.]

The Committee on Interstate and Foreign Commerce, to which was referred the bill (H. R. 22) to provide a life-saving station at the entrance to Tillamook Bay, in the State of Oregon, having had the same under consideration and believing that there are a number of other life-saving stations of more immediate necessity and greater importance to commerce, the establishment of which should precede that provided by the bill, respectfully report the bill back, with the accompanying papers, and recommend that it lie upon the table.

That the matter may not be prejudiced hereafter by this recommendation, we accompany this report with the report of the General Superintendent of the Life-Saving Service (concurred in by the Secretary of the Treasury) and a report of the Committee on Commerce in the Fifty-first Congress.

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TREASURY DEPARTMENT,  
OFFICE GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
Washington, D. C., January 22, 1896.

SIR: I have the honor to acknowledge your reference, for report, of the letter of the Committee on Interstate and Foreign Commerce of the House of Representatives, dated January 4, 1896, transmitting bill H. R. 22, "Providing for a life-saving station at the entrance to Tillamook Bay, in Oregon, and for life-saving crew, and so forth," for suggestions touching the merits of the bill and the propriety of its passage.

Bills of like import have been previously introduced in Congress, and, under date of December 15, 1893, I reported to the Secretary of the Treasury fully all the facts then in my possession touching the merits of such a bill and the propriety of its passage.

I presume the report is in the files of the committee; but I inclose a copy of it, and have to say that no additional pertinent facts have since come to my knowledge, except the occurrence of a disaster in 1893 in the neighborhood of Tillamook Bay, unattended with loss of life, but involving an estimated loss of \$4,000 in property. This additional fact, however, does not change my views, as expressed in the report referred to, and I am still of the opinion that there is not such a necessity for the establishment of a life-saving station in the locality as would justify the expenditure it would involve.

Respectfully, yours,

S. I. KIMBALL,  
General Superintendent.

The SECRETARY OF THE TREASURY.

TREASURY DEPARTMENT,  
OFFICE GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,  
Washington, D. C., December 15, 1893.

SIR: I have the honor to acknowledge your reference of bill H. R. 68 (22), providing for a "life-saving station at the entrance of Tillamook Bay, Oregon, and for life-saving crew, etc.," forwarded by the Committee on Interstate and Foreign Commerce, for suggestions touching the merits of the bill and the propriety of its passage.

A bill of the same import was introduced in the House of Representatives during the first session of the Fifty-first Congress, and in response to a similar request from the Committee on Commerce for information I, by letter dated March 8, 1890, which I presume is upon the files of the committee, gave such information as I could, which was to the effect that during a period of twenty-eight years then last past one wreck had occurred near the point named, involving an estimated loss of \$2,500 in property and no loss of life; that the erection and equipment of a station would cost not less than \$6,000 or \$7,000; and the maintenance of a crew, consisting of a keeper and seven men for eight months in the year, from \$2,900 to \$3,000 annually, and that considering these facts, and the state of the commerce of the neighborhood, I was unable to see that there was such a necessity for a life-saving station there as would justify the expenditure it would involve. A favorable report upon the bill, however, was made by the committee. (See Report No. 1118, Fifty-first Congress, first session, inclosed herewith.)

Since that time there has been one other disaster reported, unattended with loss of life, but involving an estimated loss of \$8,000 in property. I learn that as a result of the establishment of a first-order light at Cape Mars, near by, in January, 1890, the amount of shipping passing in and out of the bay has increased, and that several towns and manufactories upon the bay are now connected with San Francisco and Columbia River by sailing and steam craft.

The cost of erecting and equipping a station would probably be about the same as in 1890, but the annual cost of maintaining a crew would be increased to about \$4,500 to \$5,000, on account of the advance in the pay of keepers and surfmen, which has since been made by act of Congress.

These are all the facts that I am in possession of touching the merits of the bill on the propriety of its passage.

Respectfully, yours,

S. I. KIMBALL,  
*General Superintendent.*

The SECRETARY OF THE TREASURY.

[House Report No. 1118, Fifty-first Congress, first session.]

The Committee on Commerce, to whom was referred the bill (H. R. 4622) for a life-saving station at the entrance to Tillamook Bay, in Oregon, and for a life-saving crew, etc., have had the same under consideration, and respectfully report the bill back with an amendment, and recommend its passage.

The commerce of this section is largely increasing, and the coast of such a dangerous character that the committee urges the establishment of this station as soon as practicable.

Amend by adding at the end: "*Provided*, That the same shall not cost more than \$10,000, which sum shall be available for said purpose out of the present year's estimates."